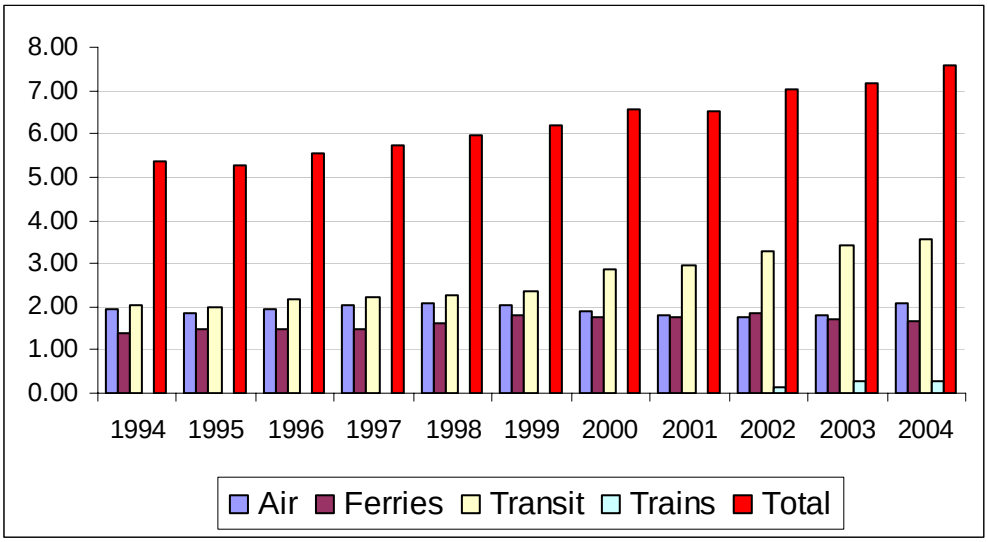
6.0 Passenger Transportation

6.0 Passenger Transportation

The focus of the MaineDOT Office of Passenger Transportation (OPT) is the movement of people by modes other than single occupancy vehicles which includes buses, trains, airplanes, ferries, vanpools, carpools, walking, and bicycling. MaineDOT plans passenger transportation initiatives and administers federal and state capital and/or operating programs for airports, ferry services, public fixed route and demand response services, passenger rail service, pedestrian and bicycling trails, park and ride facilities, and intermodal facilities. MaineDOT is also implementing *Explore Maine*, an integrated system of transportation options to move visitors into and throughout the state and to provide more travel choices to Maine's citizens.

From 1994 to 2004 ridership on ferries, trains, airplanes, and buses in Maine grew by more than two million riders, from 5.35 million to 7.60 million, a 42% increase. Airport use has rebounded since the September 11, 2001 terrorist attacks. Ridership on buses, rail, and ferries is expected to continue to increase as petroleum prices escalate.

6.1 Ridership in Millions



6.1 Transit

Transit is transportation by bus, passenger rail, or other conveyance, either publicly or privately owned, which provides general or special service to the public on a regular and continuing basis. Transit in Maine is provided by buses and vans in both urban and rural areas across the state. Transit service varies from running 7 days per week, 18 hours per day in the larger urban areas to running one day per week in the very rural areas. Service categories are:

Fixed Route: Service on a fixed schedule with a fixed route.
Demand Response: Door-to-door service by appointment, often limited to social service clients.
Intercity: Between urban areas.

Transit operators and their subcontractors provide transit to most cities and towns in the state through grants and contracts. Many towns and cities throughout Maine receive regularly scheduled service three or more days per week. Many other towns receive service on a weekly basis or on a demand-response basis. Maine is unique in that its transit services in all the rural areas, and most of the urban areas, are run

on a 'community transit' model. This model focuses on providing transportation services which meet the transit needs of the entire community, including the needs of both the general public and special populations.

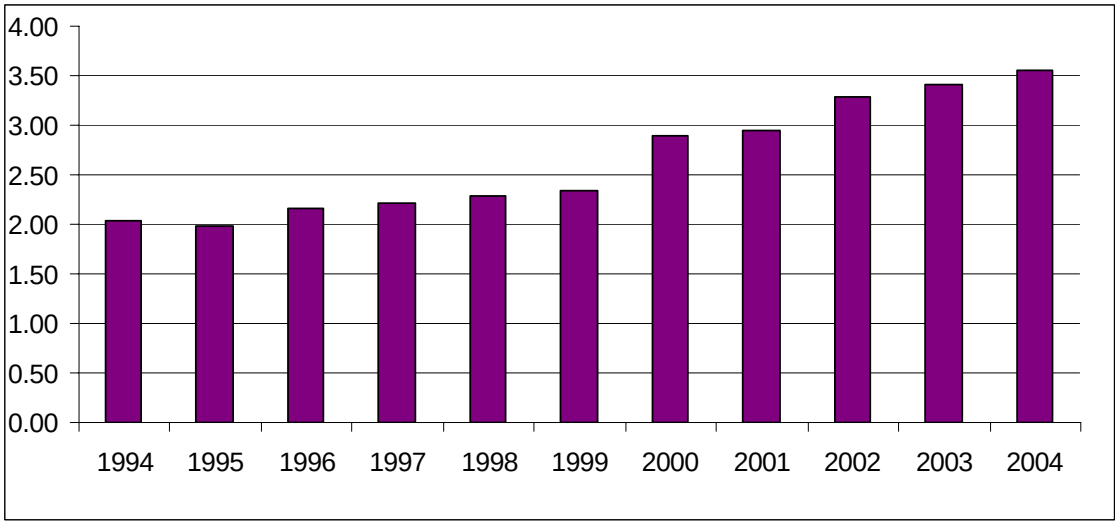
In addition to MaineDOT's public transit contracts, other services are purchased from the transit operators by the social service agencies. This enables a coordinated, seamless transit system that services more people more efficiently than separate systems operated by each social service agency.

New service is being implemented across Maine. In 2002, seasonal transit service in the Bethel ski region began limited operation that combined the diverse offerings of the town of Bethel with the major ski centers in the area. Skiing business interests have shown that bookings are reduced when transit is not a viable option. Other new services being offered include the *Island Explorer* on Mt. Desert Island, ZOOM commuter bus between Biddeford and Portland, FAST service (20 minute service on Forest Ave., Portland), free ridership for the Universities of Maine, Wheels to Access Vocation and Education (WAVE), extended Brewer service, and Rider's Choice employment transportation systems. The *Island Explorer* on Mount Desert Island has extended its season into October, expanded its routes and service frequency, and added vehicles to its fleet. Planning for local transit to complement rail service has been completed for Freeport and York County, where the Atlantic Shoreline will begin operating in 2006. Planning is underway for transit services in Brunswick and Carrabasset Valley. Expanded service and new, low floor, attractive buses make transit a more appealing alternative to driving for many travelers and commuters.

In addition, Maine is served by private intercity carriers. Cyr Transportation links Bangor and Northern Maine, West's Coastal Connections links Bangor and Downeast Maine, and Vermont Transit and Concord Trailways connect central, coastal, and southern Maine to Boston and points beyond.

Total ridership on transit systems serving Maine in 2004 is estimated to be 3.8 million. Transit has experienced steady increases in ridership over the last ten years. This reflects services being designed to meet changing market demands, such as seasonal service on Mount Desert Island; express service between Bangor, Portland, and Boston; free fares for university students; and job access programs. With increasing oil costs, this increased use of transit options is anticipated to continue.

6.2 Fixed Route Transit Ridership in Millions



6.0 Passenger Transportation

6.2 Airports

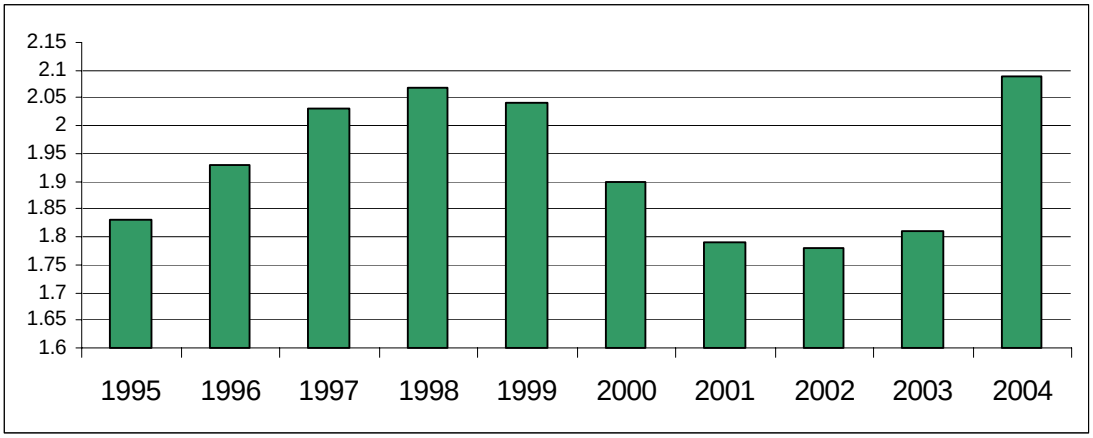
Maine has 148 landing sites, which include public and private airports, seaplane bases, and heliports. Of these, 66 landing sites are open to public use, with 36 (of the 66) municipally owned. These 36 make up the Maine State Airport System and are eligible to receive state and federal funding. They include the 6 airports with commercial air service.

6.3 Maine State Airport System

Commercial Service	General Aviation		
Portland	Auburn-Lewiston	Fryeburg	Norridgewock
Bangor	Belfast	Greenville	Oxford County
Augusta	Bethel	Houlton	Old Town
Knox County (Owl's Head)	Biddeford	Islesboro	Pittsfield
Presque Isle	Caribou	Jackman	Princeton
Hancock County - Bar Harbor	Deblois	Kingfield	Rangeley
	Dexter	Lincoln	Sanford
	Dover-Foxcroft	Lubec	Stonington
	Eastport	Machias	Waterville
	Frenchville	Millinocket	Wiscasset

Utilization of Maine's airports has increased in recent years, surpassing pre Sept. 11, 2001 levels. This reflects increased use of the Portland and Bangor airports.

6.4 Air Passengers in Millions



Pavement condition is an important measurement of an airport's ability to meet safety standards. Typically airport pavement is considered to have a 20 year lifespan. However, this can be extended by a variety of pavement maintenance activities, including overlays and surface treatment. The average age of the surface pavement in Maine is more than 14 years. MaineDOT has undertaken a statewide program to evaluate the condition of pavement at public airports. This program uses the Pavement Condition Index (PCI) to determine if the condition of the pavement is acceptable (70 or above) or not (below 70). Currently 87% of Maine's airports have a PCI of 70 or greater.

Another important measure is an airport's ability to meet demand, as measured by comparing utilization rates to runway capacity. All of Maine's airports are operating below 60% of their demand/capacity ratio and are adequate for the foreseeable future. However, The Portland Jetport's terminal and parking facilities are anticipated to require significant improvements to meet projected demand.

6.0 Passenger Transportation

6.3 Passenger Rail Service

In December 2001, Maine saw the return of passenger rail service with service between Portland and Boston. This service, the Downeaster, is provided by Amtrak, and utilizes a total of 114 miles of track:

42 miles of track in Maine from Portland to the New Hampshire border owned by Guilford Transportation Industries (GTI)
35 miles in New Hampshire owned by GTI
37 miles in Massachusetts, 1 mile owned by GTI, 36 miles owned by the Massachusetts Bay Transportation Authority (MBTA).

Ridership in 2002 reached projections for the first year of service. In the following three years ridership declined. In part this is due to trip time length, the limited number (4 round trips a day) of trips available and the current schedule which makes a daytrip to Portland difficult. Trip times recently were reduced and the Northern New England Passenger Rail Authority (NNEPRA) is working with the MaineDOT to make track improvements to support a fifth daily trip. It is projected that these improvements, combined with extending service to Brunswick, will double ridership. The Downeaster is recognized as having one of the best on time performance and one of the highest customer satisfaction ratings in the Amtrak system.

The State of Maine owns more than 300 miles of rail lines:

Union Branch, Portland
Rockland Branch, Brunswick to Rockland
Calais Branch, Brewer to Calais
Belfast & Moosehead Branch, Belfast to Unity
Augusta Branch, Brunswick to Augusta
Lewiston Lower Road, Brunswick to Lisbon.

By law, MaineDOT cannot operate a railroad and will look to the private sector to provide services on state-owned as well as privately held rail lines.

MaineDOT upgraded the state-owned Rockland Branch rail line from Brunswick to Rockland (56 miles) for passenger and freight use at a cost of approximately $30 million. In 2004 the Maine Eastern began limited seasonal excursion service on the Rockland Branch between Brunswick and Rockland. This service was expanded in 2005. Rail access to the historic Rockland station was restored in 2005 and work has begun on restoring the stations in Bath and Rockland. MaineDOT is working with the town of Brunswick to develop a passenger station.

A Draft Preliminary Environmental Assessment was prepared for upgrades for the Union Branch. MaineDOT will now begin the planning required for the Federal Transit Administration (FTA) New Starts program for the extension of passenger service from Portland to Brunswick, including commuter service between Yarmouth and downtown Portland.

6.5 Downeaster Ridership

2002	2003	2004	2005
164,620	262,692	260,296	250,535

6.0 Passenger Transportation

6.4 Ferries

Maine is served by a variety of public and private ferry services. The Maine State Ferry Service (MSFS) serves six year-round island communities: Matinicus, Vinalhaven, North Haven, Islesboro, Swans Island, and Frenchboro. Service frequencies vary from nine trips daily to Islesboro to 27 trips a year for Matinicus.

6.6 Maine State Ferry Service Vessels

Name	Year Built	Passenger Capacity/Seating	Car Capacity	Service
North Haven *	1959	125/26	9	Matinicus
Everett Libby **	1960	175/50	12	Spare/Matinicus
Gov. Curtis	1968	225/62	17	Vinalhaven
Margaret Chase Smith	1987	226/176	30	Islesboro
Capt. Henry Lee	1992	225/60	17	Swans Island and Frenchboro
Capt. Charles Philbrook	1993	225/60	17	Vinalhaven
Capt. Neal Burgess	1993	225/60	17	North Haven

** In limited service.*

*** Backs up any vessels that are not in service & serves Matinicus when traffic exceeds M/V North Haven's capacity.*

The MaineDOT has two pending MSFS projects which are currently in the final stages of planning/funding. The projects are: 1) New Ferry to replace the *Gov. Curtis*, at a cost of $7 million. The *Gov. Curtis* would then become the primary spare/backup ferry. 2) Completion of Phase II of the Rockland Terminal/Wharf project. Other key projects (in order of priority) which require planning/funding are:

Replacement of the Swans Island Ferry Pen,
Replacement of the Lincolnville Transfer Bridge,
Replacement of the Islesboro Transfer Bridge,
Re-power *Gov. Curtis* with low emissions engines,
Re-power *Everett Libby* with low emissions engines,
Re-power *Margaret Chase Smith* with low emissions engines,
Construct new terminal building on Swan's Island,
Replace or re-model Islesboro crew's quarters.

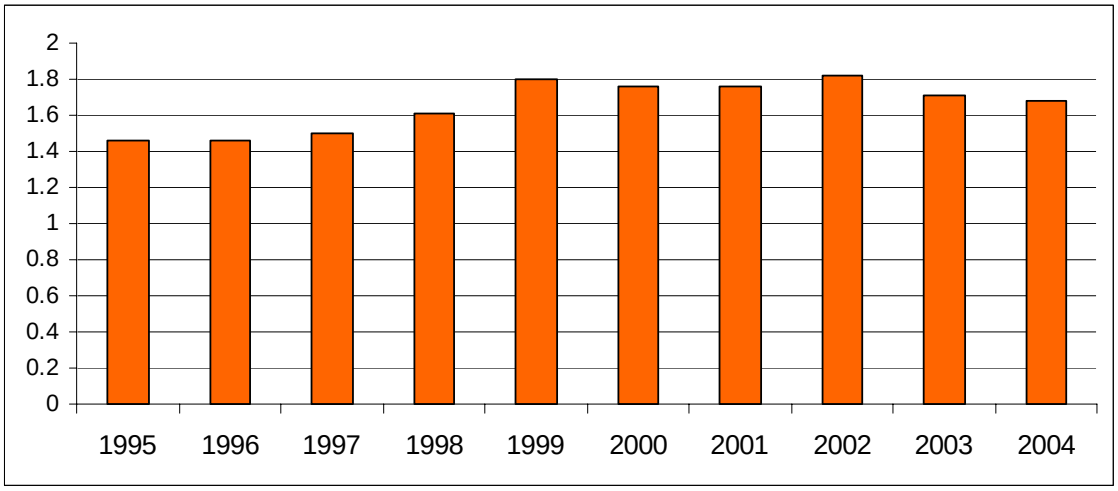
Other ferry services in Maine include:

Casco Bay Island Transit, (CBITD) linking Peaks, Great Diamond, Little Diamond, Long, Cliff, and Chebeague Islands to Portland.

Chebeague Island Transportation, linking Chebeague Island in Cumberland to Cousins Island in Yarmouth.
The CAT, seasonal service between Bar Harbor and Nova Scotia.
Numerous privately owned seasonal services to island communities.

The MaineDOT supports CBITD with capital and operating funds and has assisted Cumberland in securing mainland access for Chebeague Island Transportation.

6.7 Ferry Ridership in Millions



6.5 Commuter Programs

GO MAINE Commuter Connections is administered by the Maine Department of Transportation and the Maine Turnpike Authority, and operated by the Greater Portland Council of Governments. MaineDOT provides $350,000 and Maine Turnpike provides $230,000 in funding biennially. Private employers provide additional support through in-kind contributions.

The initial vanpool program for state employees began in 1982. In 2001, MaineDOT and the Maine Turnpike expanded commuter services statewide by creating a new statewide commuter program, GO MAINE Commuter Connections.

GO MAINE Statistical Overview

2,684 commuters are registered in the statewide database
509 total carpool participants
10 GO MAINE vanpools currently in operation
12 privately owned and operated vanpools registered with GO MAINE
173 total vanpool riders

Employer Outreach

More than 900 employers are registered in GO MAINE database.
More than 1,000 employers were reached through on-site exhibits at Maine Human Resources Conventions and other employer exhibits in 2003-04.
15,000 employers are reached annually through ongoing direct marketing campaigns (includes Commute Another Way Day).

6.0 Passenger Transportation

Updated Commuter Benefits Package

In May 2004, a new State Employee Preferential Parking Program began that allows participating carpoolers, vanpoolers and hybrid vehicle drivers to get preferential parking near their workplace. Carpoolers must carpool at least 3 times a week and be registered with GO MAINE to be eligible for Preferential Parking.

In February 2005, a new Pre-tax Benefit Program was implemented for State Employees commuting to and from work riding GO MAINE vanpools. This transportation benefit is helping state employees who are vanpool participants save a significant amount of money annually on their commuting costs. The benefit allows participants to pay for a portion or all of their monthly vanpool fare with *pre-tax dollars*. This means a significant savings on Federal and State taxes.

Existing GO MAINE Managed Vanpool Routes (10)

1. Portland to Augusta (5)
2. Lewiston to Augusta (2)
3. Brunswick to Augusta (2)
4. Falmouth to Augusta (1)

Existing Private Vanpools Registered with GO MAINE (12)

1. Waterville to Bath- Bath Iron Works (BIW)
2. Kennebunkport to Kittery/Portsmouth Navel Shipyard (PNS)
3. Biddeford-Saco to Kittery/PNS
4. Biddeford to Kittery/PNS
5. Waterville-Augusta-Gardiner to Bath/BIW
6. Biddeford to Bath-BIW (2)
7. Westbrook to Bath-BIW
8. Augusta-Gardiner to Bath-BIW
9. Eliot to Boston MA
10. Kennebunk to Kittery/PNS
11. Gray to Bath/BIW

Proposed New Vanpool Routes

By 2008, GO MAINE will be expanding the vanpool program by adding approximately twelve new routes. Fifteen new vanpool routes serving a wide geographic area are possible based on MPO recommendations, transportation studies, demonstrated commuter demand and anecdotal evidence.

1. Lewiston to Portland
2. Portland to Lewiston
3. Portland to Brunswick/Topsham
4. Brunswick/Topsham to Portland
5. Portland to Augusta
6. Lakes Region to Portland
7. Wells to Greater Boston MA
8. Bangor to Waterville/Augusta
9. Millinocket to Bangor
10. Pittsfield to Bangor
11. Belfast to Bangor
12. Ellsworth to Bangor

13. Dover-Foxcroft to Bangor
14. Rockland/Mid-Coast to Augusta
15. Major employers (e.g. Jackson Lab)

Park and Ride

MaineDOT and the Maine Turnpike Authority (MTA) also develop and maintain park-and-ride facilities throughout the state. Park-and-ride lots provide a safe place for commuters to leave their cars for transfers to another mode for the rest of their trip. These park-and-ride lots, which provide more than 2,000 parking spaces for commuters, are owned by the state, Maine Turnpike Authority, local communities, or private entities. They are located at interstate exchanges, on state and municipally owned property, at churches and shopping centers, and on private property.

6.6 Bicycle/Pedestrian Network

MaineDOT contributes to increased bicycle and pedestrian mobility by constructing paved shoulders, bike lanes, and/or sidewalks along or within state highways, local streets, and roads, as well as through the construction of shared-use paths. MaineDOT includes bicycling and pedestrian improvements, where appropriate, within all transportation projects. In addition, the Transportation Enhancement (TE) and Safe Routes to School Programs provide funding to municipalities to improve bicycle and pedestrian access and provide safer routes for walking and biking to school.

The TE Program is a federal/municipal match program (typically 80/20) offering a funding opportunity to help communities revitalize their economies by expanding their transportation and livability choices. Maine's use of this program principally supports enhancements in connection with MaineDOT's *Explore Maine*, and with pedestrian & bicycle, environmental mitigation, and downtown revitalization initiatives that create a more effective transportation system focused on the community. TE projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. The federal government provides funding for TE projects through our nation's surface transportation legislation.

The need for improvements statewide far exceeds available funding. For the 2006-07 funding cycle, municipal requests totaled $14 million, compared to $5 million in available funding.

Sidewalks are a basic element of an urban pedestrian network. Without them, many people are reluctant to walk along the side of the road. Many municipalities have serious gaps in their sidewalk networks, a situation that impedes pedestrian access. In addition, only a small percentage of Maine's sidewalks meet the Americans with Disabilities Act (ADA) guidelines regarding accessibility for people with disabilities. Sidewalk construction and maintenance is primarily the responsibility of local municipalities, although MaineDOT provides some funding for new sidewalk construction through its Program and the Safe Routes to Schools Program. MaineDOT also replaces and constructs new sidewalks, where appropriate, as part of its highway improvement projects.

Paved shoulders are essential to bicycle access and safety on rural roads, as well as for driver and pedestrian safety and for maintenance on most streets and highways. Without paved shoulders, many people are reluctant to bicycle. MaineDOT's Shoulder Surface Policy, established in January 2000, is helping to create more miles of paved shoulders. This policy will convert gravel to paved shoulders for reconstruction or pavement preservation projects on all arterials and on most major collectors. For the last few years, about 125 miles per year of gravel shoulders have been converted to paved shoulders. However, there are significant deficits in the paved shoulder network and it may be decades before all major collectors are built to current standards.

Although there are few miles of bike lanes presently in Maine, they are appropriate on urban streets where adequate width exists. Bike lanes are important in increasing urban bicycling because they provide a greater degree of comfort and safety to the bicyclist. Because bike lanes are primarily located in urban areas, it is primarily the responsibility of the metropolitan planning organization or the local municipality to fund and install them. Bike lanes have been added to many miles of streets in Portland and have begun on a limited basis in Auburn.

Shared use paths have significantly increased bicycle and pedestrian use and access where constructed because many users desire facilities completely separated from the highway system. These paths provide increased opportunity for walking, bicycling, and other activities away from roads and traffic, and provide additional transportation choices where located. There are currently short stretches of shared use path in a few Maine communities, totaling approximately seventy five miles throughout the state. While the demand for shared use paths is quite high, their implementation has taken many years primarily due to limited funding and the need for local management agreements.

6.6.1 Maine's Three Long Distance Shared Use Trail Efforts

Mountain Division, 45 miles, Westbrook to Fryeburg
Downeast Trail, 87 miles, Ellsworth to Ayers Junction
Eastern Trail, 55 miles, Kittery to South Portland

Nearly six miles of trail have been constructed for the Mountain Division and the first three miles have been built for the Eastern Trail. There are plans to start or continue construction on all three trail systems as funding allows.

MaineDOT works very closely with bicycling, walking, and trail groups, as well as organizations promoting healthy communities, to help create the local support necessary for improving bicycling and walking opportunities statewide. The Maine Eastern Trail Alliance, East Coast Greenway Alliance, The Mountain Division Alliance, and The Sunrise Trail Coalition, are examples of organized groups that MaineDOT works in coordination with to move projects forward.

When a shared use trail is constructed it is the responsibility of the local municipalities and user groups to maintain the facility. As longer distance trails are developed through more rural areas of the state, there may be a need for state investment for maintenance.

In addition to the regional groups, many local groups promote improved bicycle and walking facilities in the state. Portland Trails has completed 28 miles of shared use trails in Portland since its inception in the late 1980's. Another successful local effort has been the Friends of the Kennebec River Rail Trail, which is leading the way in planning and implementing a 6.5 mile path linking Gardiner, Farmingdale, Hallowell, and Augusta. Sections of the trail have been completed and planning for the remaining section is on-going.

6.7 Intermodal Facilities

Intermodal facilities link two or more modes of passenger or freight transportation. MaineDOT, in partnership with Concord Trailways, has developed an intermodal passenger facility at Sewall Street in Portland. This facility, developed through a public-private partnership, services METRO, local shuttles service, taxis, Concord Trailways intercity buses, and the *Downeaster* Portland to Boston Amtrak service. Concord Trailways, MaineDOT, and the Northern New England Passenger Rail Authority shared the $2.3 million cost for this facility.

6.0 Passenger Transportation

Intermodal passenger facilities are planned at or near the airports in Auburn and Trenton. These facilities will provide park and ride lots and access to air, motor coaches, and passenger services. The Trenton facility is being planned to include a new welcome center for Acadia National Park and Downeast Maine. These facilities will include income-generating rental space to help defray operating costs of the facility and transit services.

6.8 Funding Scenarios and Implications

6.8.1 Transit Funding

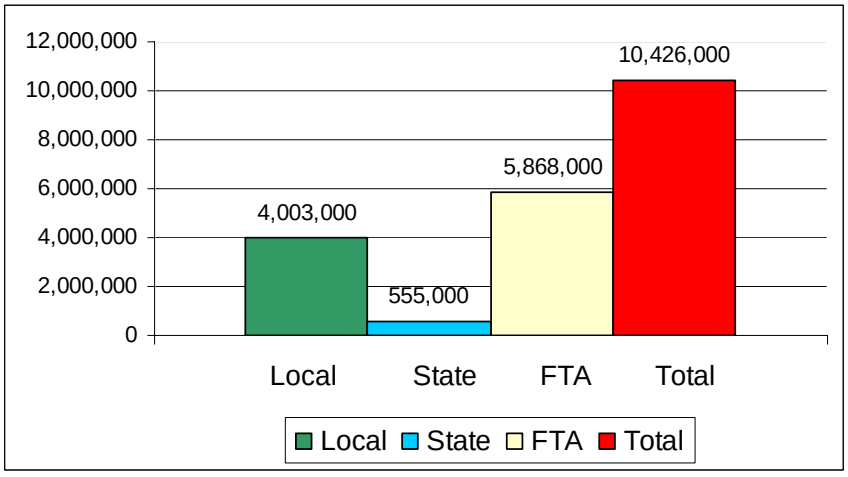
Since the second half of the 20th century, most passenger transportation services have required operating subsidies. On average, fare box revenues cover only 25% of the operating costs for public transit services. Sources of these subsidies include the FTA, state funds, and local municipalities. Federal and state funds are limited, increasing the dependence on local property tax revenues.

OPT oversees FTA formula transit programs for Maine. These are categorized as:

Urban programs
Rural programs
Job Access Reverse Commute
Tribal
Elderly & Disabled
New Freedoms
Planning

The FTA allocates these funds by formula and identifies annual funding levels for five years. The majority of these funds are used for operating support. Federal funds can only be used to cover up to 50% of operating deficiencies. Maine annually receives almost $6 million in FTA program funds. This will increase to $10 million in 2006. This is matched with $555,000 in State Funds. The remaining funds must be raised through the local municipalities. As operating costs have risen, the burden on the local communities has grown and is a continuing challenge for municipalities in Maine.

6.8 FY 2005 Operating Assistance



6.0 Passenger Transportation

To help relieve the burden on municipalities, Maine instituted a Bonus Program in 2003 to encourage increases in contributions from municipalities. Any municipality which increases their contribution to fixed route transit is eligible to receive an increased amount in the funds they receive from MaineDOT for local roads.

Funding for new or expanded services is a concern. With the return of rail service and the success of the *Island Explorer*, many communities wish to expand or start seasonal or year-round services. The primary federal support for new programs is limited to three years of operating assistance, leaving the municipalities to cover the shortfall with local dollars or discontinue service when the federal funds run out. The *Island Explorer* on Mt. Desert Island is perhaps the most dramatic example of the ending of federal funds after a highly successful three-year start-up. Currently, sources of operating assistance are FTA 28%, local towns 13%, local business organizations 8%, local conservation organizations 8%, and the National Park Service 43%. A sustainable funding source was established utilizing special National Park entrance fees and FTA rural funds. The *Mountain Explorer*, a seasonal service connecting the ski areas with local towns operates with the majority of funding coming from local businesses and towns. This type of innovation promotes economic development and protects our environment.

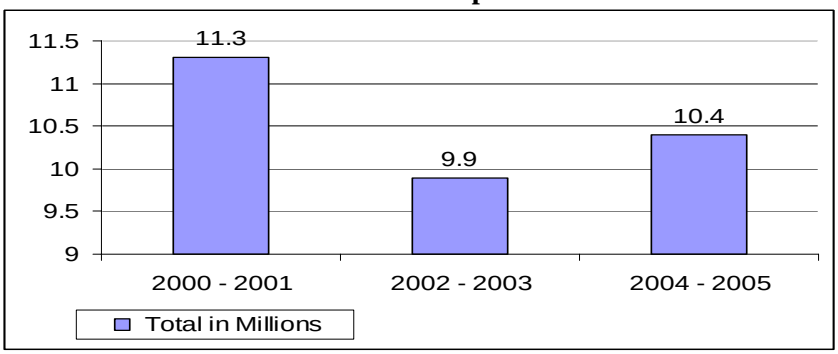
MaineDOT recently concluded an evaluation of unmet general public transit needs in Maine. This *Transit Needs Study* identified the need for $660,000 in additional operating funds annually and $250,000 in start up funds to implement new services to support coordinated transit and Job Access/Reverse Commute programs. The study did not address increasing funding for social service transportation demands.

Capital

Maine relies heavily on FTA funds for vehicle replacement and operational investments. The state occasionally receives additional federal capital funds on an earmark-only (money for specific projects) basis. Bond funds, as well as local funds, are used to match these federal funds.

Maine and the FTA, along with the local providers, have purchased and are operating 330 vehicles, ranging in size from minivans to full size transit buses. Maine has made great strides in updating its fleet of transit vehicles to a fleet that is modern and marketable. 70% of the vehicles are in the first half of federally established 'useful' life. The major investments now are directed toward continuing this upgrade and switching the Portland METRO fleet to clean and domestically secure CNG fuel and continuing to expand the *Island Explorer* propane fleet. This will take approximately $15 million over the next five years to fully implement. Additional capital funds will be required to replace and build transit facilities, intermodal centers, bus garages, and other support facilities as well as for increased operational support.

6.9 FTA Transit Capital Funds



To maintain current levels of service and performance $31 million per biennium is needed to meet capital and operating needs. This provides operating assistance and replacement of vehicles. An additional $5.3 million is needed to develop new services recognized in the 2002 *Analysis of Transit Provision in Maine.*

If funding were to remain at current levels, the dependence on local operating support would continue. Our ability to implement new programs to meet changing market demands and federal mandates would be limited.

A 20% increase in funding would support the expansion of services to meet identified local and regional needs, conversion to clean fuel vehicles, and to meet new federal mandates such as United We Ride. In addition, it could be used to help reduce the level of local operating funding needed.

A reduction in funding would hamper efforts to reduce congestion and promote connectivity for tourists. Also it would further shift the operating burden to municipalities and could result in curtailment of services.

6.8.2 Airport Funding

The federal funding programs provide funding to airports under Federal Aviation Administration (FAA) guidelines and priority systems. The commercial service and general aviation airports in the Maine State Airport System receive an annual entitlement totaling approximately $10 million. The federal program currently is a 95/5 program, requiring a 5% combined state and local match. The state share has historically come from bonds. This will return to a 90/10 program in 2008.

In addition to federal programs, the State had two programs paid for with bond funds:

Runway pavement management program
Obstruction removal program

There is no funding for these programs in the upcoming bond.

Over the past 6 years, Maine's airports received approximately $80 million in state and federal funds for capital costs.
Runway, taxiway, and apron rehabilitation and maintenance are the largest portion of the investments made in Maine's airports and draw the largest amount of federal funds. However, due to limited funding, pavement overlays have been done as a holding action in lieu of pavement reconstruction. Additional funding will be needed within 8 years (average lifespan of an overlay), to address the imminent need for many pavement reconstruction projects. Another indicator of the future need for extensive pavement investments is the fact that the State preventative maintenance program is unfunded, leaving crack sealing projects and other preventative projects undone. This will substantially shorten the lifespan of all airport pavements.
Obstructions to the runway approaches are a serious safety problem and limit access by air throughout the State. To assist in removing obstructions, MaineDOT has developed Vegetation Management Plan minimum standards, and many airports have completed these plans and have begun the recommended obstruction removal projects. Unfortunately, this state program is currently unfunded, limiting our airports' ability to compete for new, high technology approach systems.

Maintaining the current level of funding (status quo) will not be adequate to maintain current service and maintenance schedules. The commercial service airports are continuously initiating new projects to maintain safety, security, and level of service. Current federal funding allows the commercial service

airports' safety projects to be completed first, while safety-related projects at the municipal airports queue for remaining funds. Previously, state funding programs assisted these municipal airports in meeting basic requirements and safety needs.

Increasing funding by 20% would allow us to restore programs to assist general aviation municipal airports by investing in pavement management, obstruction removal, and airport improvements and repairs.

If funding was cut 20%, pavement deterioration will escalate, approaches would continue to be compromised, and growth would cease. Future funding need is already rising due to the higher expense of replacement as opposed to scheduled maintenance.

To maintain current levels of service and performance, $33 million is needed biennially to meet capital needs. An additional $44.2 million is needed to address identified strategic needs such as runway expansions, removal of obstructions, improved navigational aids, security, and terminal improvements.

6.8.3 Passenger Rail Service Funding

Operating

The stability of the Boston to Portland service is a concern. Congestion Mitigation Air Quality (CMAQ) funds were used to cover operating costs above farebox income for the first three years of service. Now Surface Transportation Program funds are being utilized. Reauthorization of the US DOT Transportation Bill includes extending the use of CMAQ funds through 2008. Funding after that remains a concern. MaineDOT estimates 2009 revenues to be $4.3 million and operating costs $12 million, with a shortfall of $7.7 million. By 2015 the shortfall will be $ 8.8 million. A Governor's Task Force has been appointed to look at funding mechanisms for passenger rail service.

Once funding has been stabilized for the core Boston to Portland service, funding for new, expanded services north of Portland will need to be secured. Commuter service into Portland can play an important role in reducing congestion in I-295 and Route One corridors.

Capital

There is no current state "program" budget for passenger rail development. The next priority is the estimated $63 million upgrade of the tracks between Portland and Brunswick (27 miles) for passenger use. This includes upgrade and realignment of the Union Branch in Portland and construction of a new trestle across Back Bay. This rail connection will use a combination of state-owned, Guilford, and Saint Lawrence and Atlantic right-of-ways. When complete, this "core system," Portland to Boston and Portland to Rockland, will comprise approximately 140 miles of track in Maine, with approximately half in public ownership. MaineDOT is pursuing FTA New Starts funding for the necessary capital needs.

Even with status quo funding, the operating deficit after CMAQ eligibility will need to be addressed. A 20% reduction in funding would result in delayed maintenance, lower train speeds, and declining ridership and would jeopardize the service. A 20% increase in funding would help cover shortfalls or cover the proposed fifth daily round trip between Portland and Boston, which would attract an additional 56,000 riders and increase revenues by $877,000 in the first full year of service.

In the last three biennia, adequate levels of capital and operating funding have been available to maintain constant performance. In 2009 the Portland to Boston service will no longer qualify for CMAQ funding. This will require $5.7 million in operating funding.

A stable, long term source of operating funding is necessary for continued passenger rail service in Maine. A Governor's Task Force will address this issue in the fall of 2005.

6.8.4 Ferries Funding

In the last biennial budget cycle (FY2004-05) the MSFS experienced increased costs in three areas:

Additional personnel cost due to Marine Security Regulations
Steep increase in fuel costs
Increase in the costs of all goods and services

These increases made it difficult to provide scheduled service while covering operating costs of $6.3 million. FY2005 revenues ($3.4 million) and state operating assistance ($2.4 million) were minimal to cover operating costs and to maintain the fleet of ferries. Proper maintenance, in the long run, will prolong the life of vessels and other infrastructure, which should reduce the need for more costly replacement projects. The current preventative maintenance budget is modest at $500,000 annually.

Over the next six years the pens and transfer bridges in Rockland and Lincolnville/ Islesboro need to be replaced, along with the pens on Swans Island, at an estimated cost of $15 million. In the next 15 years, existing vessels must be scheduled for replacement (in addition to *Gov. Curtis)* at an estimated cost of $30 million in today's dollars. Funding for these projects has not been secured.
Funding in the future must keep pace with inflation and fuel costs in order to maintain current levels of service and basic maintenance schedules. As the fleet of ferries ages the annual maintenance budgets will need to increase.

A 20% increase in funding would assist in completing needed preventative maintenance on the vessels and support vessel refurbishment which would increase their service life, reduce the possibility of catastrophic engine failure, and improve fuel efficiently.

If funding were cut 20%, maintenance of vessels and facilities would again be deferred. This would be very costly in the long run, as unanticipated breakdowns would increase, the overall costs would rise due to engine and other serious mechanical failures, and the overall service life would be shortened.
With no expansion of services planned, current funding levels support the provision of services by the MSFS. An additional $10.6 million is needed to replace the Governor Curtis and the pen at Swans Island, and for an additional berthing pen in Rockland.

6.8.5 Vanpool/Carpools/Park and Ride Lot Funding

MaineDOT is currently expanding the Portland and Augusta rideshare programs with a budget of $350,000 per year. This amount is adequate to incrementally expand the program statewide. $1.5 million is needed to build new park and ride lots and expand the van fleet.

6.8.6 Bicycle/Pedestrian Network Funding

Improvements to the bicycle/pedestrian network are funded through two primary sources federal programs Transportation Enhancement funds and Surface Transportation Program funds, as well as state bond and local funding. The Transportation Enhancement program is a federal program of which bicycle/pedestrian facilities are an eligible category. These funds have been used to construct most of the

shared use paths in Maine and a few municipal bike lane and sidewalk projects. At current funding levels, about $2.5 million/year is invested in bicycle/pedestrian projects.

The Safe Routes to School Program in Maine was recently awarded $1 million per year for the next 5 years from the federal 2005 SAFETEA-LU Transportation Bill.
The estimated cost to complete the three trails of statewide significance (Mountain Division, Downeast, and Eastern Trails) is over $70 million. Since some of the Enhancement funds go toward municipal projects, these trails could take between 35 to 70 years to complete. Any decreases in funding would lengthen this time frame or reduce funding to improve bicycling and walking facilities in local municipalities.

There is no funding program specifically for Bicycle and Pedestrian facilities. Enhancement funds have been adequate to support the program. However, if MaineDOT is to develop the three planned regional trails, $9.5 million in capital funding over 6 years will be needed.

6.8.7 Intermodal Facility Funding

The two intermodal facilities planned at Auburn and Trenton will cost approximately $10 to $15 million each. To date $7 million has been secured for the Trenton facility. These facilities are expected to have income-generating potential to assist with operating and maintenance costs. Planning and developing intermodal facilities is a lengthy process, resulting in varying levels of investments over the last three biennia. An additional $7 million is needed for the Trenton Intermodal facility.

6.9 Conclusions

6.10 Maine's Passenger Transportation System Needs (in millions of 2005 dollars)

Passenger Transportation	2002-2003	2004-2005	2006-2007	STATUS QUO Investment Level (Average Over 3 Biennia)	To Maintain Constant Performance/ Condition	Biennial Strategic Need
Transit	26.7	37.8	39.6	34.7	31.0	40.0
Airports	43.3	39.5	32.7	38.5	33.0	44.2
Passenger Rail Service	15.2	22.9	9.5	15.9	15.0	50.0
Ferries	17.5	12.8	3.7	11.3	10.6	10.6
Commuter Programs	1.0	0.9	1.0	1.0	0.5	1.5
Bicycle/Pedestrian	7.4	10.6	9.1	9.0	1.0	10.0
Intermodal Facilities	9.8	0.0	2.0	3.9	1.0	6.9
Total:	**120.9**	**124.4**	**97.6**	**114.3**	**92.1**	**163.2**

New federal regulations require better coordination of transportation for human services clients. To meet these requirements we need to foster better cooperation among state agencies providing transportation. Support from the executive level is necessary to bring all state agencies to the table.

6.0 Passenger Transportation

Passenger transportation is vital to addressing mobility needs of Maine's citizens and to address highway congestion. While State and Federal funds have been adequate to meet capital needs, ongoing operating funds remain a concern for transit providers. Maine must develop sustainable operating funding sources for passenger transportation to ensure the continuation of services.

Advanced Traveler Information (ATI) is critical to transportation demand management. MaineDOT needs to continue to invest in technology to provide travelers with timely information on travel alternatives, congestion, weather, etc. Better promotion of our available ATI programs is also needed.